

### UTAH ARCHITECTS TO SUBMIT PLANS

Board of Education Adopts Rules Governing New High School Building.

### ITTNER PREPARES PLAN

Winner in the Architectural Contest to Draw Permanent Plans and Will Be Well Paid.

Under the direction of W. B. Ittner, supervising architect for the St. Louis school board, the board of education adopted its first general outline of requirements and rules governing the architectural contest on the new high school building at a special meeting held last night.

Mr. Ittner came from St. Louis to draw up a program to which local architects will be compelled to adhere in submitting plans. Together with the members of the board, the artist visited the site of the school on Thirteenth East and Ninth South streets yesterday morning and expressed his bounded admiration of the selection made.

That the building is to cost, including all equipment, in the neighborhood of \$1,000,000, was finally decided upon this figure being adjudged adequate in carrying out the desired requirements as well as conforming to the financial provisions already made by the board.

Open to All. After some discussion, it was decided to open the contest to all Utah architects without restriction, the drawings

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submitted to be used merely in selecting the best qualified architect. The winner will then draw up the permanent plans to be followed and will supervise the construction. For this he is to be paid five per cent of the entire cost of the building. Builders of three best bid drawings will be given \$200, \$100 and \$50 as consolation prizes.

### TAFT'S MESSAGE READ TO CONGRESS

(Continued from Page One.)

not recommend any tariff legislation until the new Congress convenes in December, 1911. It is urged that the tariff board be made permanent and that all future revisions be made schedule by schedule. He vigorously opposes any general revision.

The Panama canal should be fortified. An appropriation of \$10,000,000 is recommended for this purpose.

There must be no more "pork barrel" methods in river and harbor and public building bills. The matter should be based upon the report of a commission of experts. In the past Congress has appropriated too much for buildings not needed and not enough for buildings badly needed.

Recommendation for anti-injunction and federal incorporation laws is renewed.

It is proposed that second class mail rates shall be reduced to a charge magazine a much higher rate on their advertising sections.

Strong representations are made for the establishment of a new banking and currency system.

Two new battleships and several auxiliary vessels are urged for the navy. The President recommends that coal, phosphate and oil lands and water sites be disposed of in the future by leasing.

Estimates for government expenditures during the next fiscal year have been cut to \$430,494,812-12, which is \$52,984,887-26 less than the actual appropriation for the current year. The estimated receipts for the next fiscal year are \$630,000,000.

The President urges the extension of the civil service principle to the diplomatic and consular corps and the acquisition by the government of the residences and offices for the diplomatic officers.

Some elements of the Payne tariff act are just, says the President, but more are unwise and more officers for the army. The engineer corps should be increased to sixty.

The fortifications at Corregidor Island, Manila Bay, and at Pearl Harbor, Hawaii, should be carried to early completion.

Regarding the Panama canal the President says: The progress of the work is most satisfactory. It will be completed well within the time set, January 1, 1914, and within the estimated cost of \$375,000,000. The slides in Culebra cut offer no great reason for delay.

Failure to fortify the canal would tend to invite hostile powers to enter the universal and equal use of the waterway against a desperate and irresponsible enemy and would defeat the object of the canal in increasing the military effectiveness of the American navy. The tolls should not exceed two per cent. The President should be authorized to adjust the rates as necessity arises. The government should maintain in a permanent way the canal, but do not pay the tolls on the canal, oil and other ship supplies.

Interstate railroads should be prevented from swindling or controlling ship trading through the canal.

Regarding the courts the President declares the crying need of the United States is cheapening of the cost of litigation by simplifying judicial procedure and expediting final judgment. The supreme court should be relieved from unnecessary appeals. The salaries of federal judges should be increased.

Postal savings banks will be established in a number of cities January 1. A bureau of health should be organized. The scientific department of the civil service to include all classes of occupations and the extension of the civil service to include all classes of officials entirely out of politics is urged.

The President recommends Congress to make a fitting recognition of the noble discoveries of Commander Robert E. Peary. The secretary of the navy suggests that Peary be made a Rear Admiral and placed on the retired list.

The stupendous value of the agricultural products amounting to \$5,825,000,000 this year, indicates a good prospect for business throughout the country. The present census promises to be the best ever taken but is not perfect. The census takers are to be vigorously prosecuted.

A bureau of health should be established. The Southern Pacific railroad should be reimbursed for its expenditures in building the Great Inland Valley of California several years ago. Heavy fines should be imposed against steamship companies for violating the immigration laws. The facilities at Ellis Island, N. Y., should be so increased as to offer an inducement to steamship companies to concentrate their immigrant business at one port. Immigrants are needed in the rural districts. Some provision should be made for retiring superannuated government clerks.

The only amendments suggested in the interstate commerce law are an appropriation to enable the interstate commerce commission to ascertain the valuation of railroads and fixing the responsibilities of public carriers in the instance of fire or injury.

**ODD FELLOWS' ELECTION.** The following officers of Friendship Lodge No. 27 were elected for the next term: Noble master, J. C. Clowse, vice grand, H. E. Young, secretary, H. E. Steele, treasurer, Andrew Davidson, trustee, Joseph Walker.

The race will center the friendship lodge on two candidates Thursday night.

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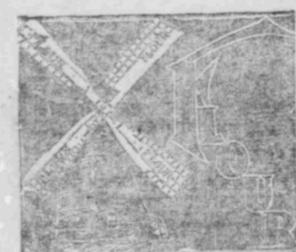
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### CRIPPLED VENDOR DIES SUDDENLY

Robert Morris, Peddler of Shoestrings, Victim of Heart Failure.

The dignified peddler of shoe strings, whose legs were severed in a railway accident in the railroad yards at Sacramento, Cal., more than a quarter of a century ago, and who has earned his living on Main street, between First South and Second South streets for four years, went to his last rest at St. Mark's hospital last night from a stroke of heart failure.

His name was Robert Morris and he was in his fiftieth year. At Chico, Cal., he had a mother and brother who are wealthy. Regardless, he went about his business as a peddler of shoe strings, and during his four years of service in Salt Lake had lived comfortably and had become a familiar figure of the streets.

Four days ago Morris was stricken with a disease. He was then stopping at the Nevada rooming house. Yesterday morning his condition became serious and he was taken to St. Mark's hospital and attended by Dr. T. G. Odell, county physician. There was little hope for Morris and failing to respond to stimulants, he succumbed. There are indications that Morris had taken morphine his last days, a drug from which he had always abstained while selling shoe laces.

Until he went to the Nevada rooming house, three weeks ago, Morris had lived at the home of Mrs. Zoe Alene, 55 East Second South street. Mrs. Alene said last night that the habit of the man had been most exemplary until he began drinking less than six months ago.

### INJURY IS FATAL

Engineer Harvey B. Martin, Hurt in Explosion Last Month, Dies. Harvey B. Martin, aged thirty-six, an engineer of the Denver & Rio Grande, who was injured in an explosion of a locomotive at Tumble, November 17, died last night at the hospital of the injuries he received. The explosion occurred at 10 o'clock yesterday afternoon. The injury to Martin was in the left chest, but it affected the brain and a cerebral hemorrhage resulted. Martin was a widow residing at 227 North Second West street. The body was taken to the mortuary of Underaker & D. Evans, where it will be prepared for burial. Funeral arrangements will be announced at a later date. Martin was attended by surgeons of the Rio Grande railway.

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